

REMARKS

The examiner objected to the drawings as figure 1 was shaded improperly.
A new figure 1 is submitted herewith.

The examiner rejected claims 1-3 as being obvious over Kobacker in view of the two brothers racing catalog page 77.

Claim 1 has been amended to add the feature of the both split rings being coaxial. This feature is not shown in the prior art and is important for adjusting the clamp vertically on the fork tube and for adjusting the handlebar column vertically on the clamp to provide for a wide range of adjustment positions for the handlebar. The prior art does not allow for the vertical adjustments in this manner. In Kobacker the first split ring aperture is perpendicular to the second split ring thereby limiting the vertical adjustment to the position of the clamp on the fork tube. The handlebar cannot be vertically adjusted on the clamp thereby limiting its vertical range.

Claim 1, as amended, has a feature not found in the prior art and is therefore allowable.

Claim 2 has been amended to show that the handlebar has a column and a handgrip perpendicular to the column. The column engages the column for vertically adjusting the handgrip. This feature is not shown in the prior art and the claim is therefore believed to be allowable.

Claim 3 has been amended to introduce the same limitations as in claims 1 and 2 for having the handlebar portion with a column and a perpendicular handgrip and for having the coaxial split rings. Since these features are not found in the prior art the claims are believed to be allowable.

All claims are now believed to be in a condition for allowance.

The specification and drawings have been amended to correct errors found with regard to reference numbers and typographical errors.

Figure 2 has the reference number 50 for clockwise turning of the clamp on the fork tubes, which should be reference number 54. Reference number 50 and direction arrows for vertical adjustment of the clamp on the fork tubes was added. The specification at page 7 lines 1-5 explain the reference numbers, therefore no new matter is believed to have been added by the changes to the drawings.

On page 8 line 6 tube 40 should have reference number 140. The specification has been changed to reflect the reference number on the drawing.

On page 8 line 12 motorcycle 110 should be motorcycle 100 as shown on the drawings.

On page 8 line 21 the reference number 20 has been added after the word "handlebar".

On page 9 line 4 there are two periods at the end of the sentence. One period has been deleted.

It is believed that the specification and figures are now corrected and the application is ready for allowance.

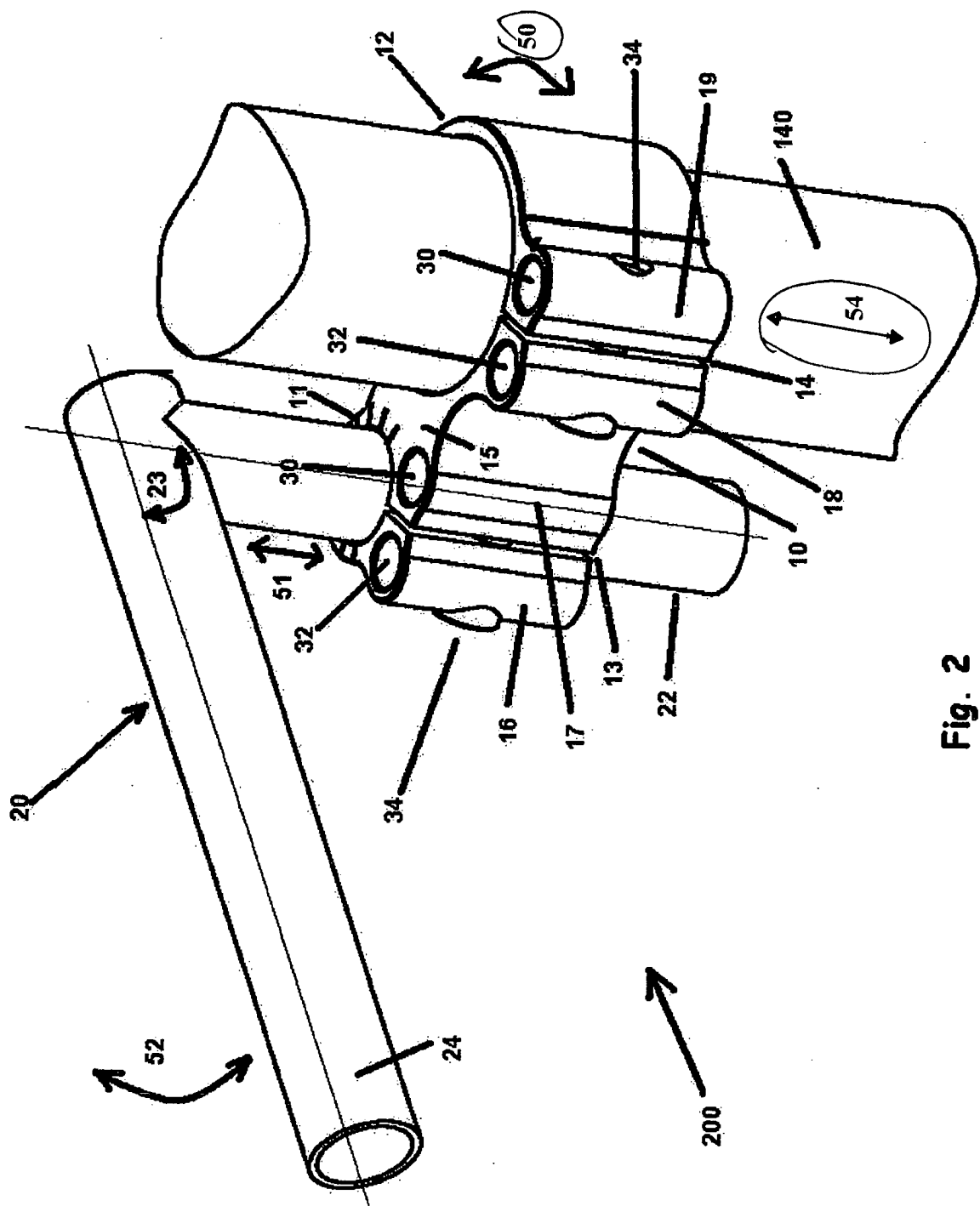


Fig. 2